

RETURNED FROM NEWFOUNDLAND.

A. B. Alexander, assistant in charge of the division of statistics and fisheries of the Bureau of Fisheries, and who for the past three years has represented the United States, as the representative of the State department at Bay of Islands, N. F., there to view the herring situation and look after the rights of American vessels, arrived home Thursday evening from the latter place.

Representing the state department in his work there, Mr. Alexander is not at liberty to discuss matters of the past season from a government standpoint, but from the standpoint of an observer says that the season has been manifestly a failure.

The usual body of herring did not seem to enter the bay and frequent the Arms where the herring fishery is usually carried on. The fish were late in striking in and days of frost had not been too plenty, although there had been an unusually large fall of snow.

He left Birchy Cove last Monday and at that time herring were very scarce and there was frost. The Goose and Penguin Arms were completely frozen over and the Humber was also frozen over solid for a distance of 14 miles and the ice was extending down towards Woody Island.

The report there when he left was to the effect that the gulf ice was 25 or 30 miles down this side of Port Sanders and the skippers were fearful of a stiff breeze on the northern board, which would drive it rapidly down on Bay of Islands.

When he left, from what he could learn, about all the vessels were making preparations to leave for home with whatever cargo they happened to have.

Mr. Alexander will stay here a few days and then proceed to Washington, to prepare his report for Secretary Root.

SIXTY MILLION COD FISH EGGS.

Collected This Season for Local Hatchery.

Capt. G. F. O. Hanson of the U. S. Fish Commission sch. Grampus, who had charge of the cod egg collecting work off Plymouth for the Ten Pound Island hatchery, arrived home yesterday. The work had to be stopped on account of some trouble with the boilers of the steamer Seven Brothers, which was chartered by the government for this winter's work.

The Seven Brothers arrived here last night, and it is expected that she will be returned to the owners. The department is now looking for another craft to continue the work.

Capt. Hanson reports a very successful season since January 1, having taken 60,000,000 cod eggs, which is good work, considering the short time engaged. However, about 150,000,000 cod eggs are needed for the Ten Pound Island hatchery, so the department is looking for another steamer to continue the work.

Mackerel Notes.

The imports of salt mackerel at Boston to date are 39,617 barrels, against 21,325 barrels at this port last year.

Shore Herring.

Longest Season on Record Now Probably Ended.

The boats began to bring in herring the latter part of last August and up to two days ago have been able to look after the needs of vessels and salters in good shape. Yesterday the boats did not get a flip and last night the dipping was in rain. ❄❄❄❄❄❄

Jan'y 16.

Today's Receipts.

Sch. Massachusetts, The Gully, 25,000 lbs. halibut, 2000 lbs. salt cod.
Sch. Laura and Marion, Cundy's Harbor, Me., cured fish and smoked herring.
Sch. Avalon, Bay of Islands, N. F., 700 bbls. frozen herring.
Sch. Bohemia, Bay of Islands, N. F., 700 bbls. frozen herring.
Sch. Harry A. Nickerson, Bay of Islands, N. F.
Sch. Matiana, shore.
Sch. Ramona, shore.
Sch. Francis P. Mesquita, shore.
Sch. Rita A. Viator, shore.
Sch. Emily Sears, shore.
Sch. Ida S. Brooks, shore.
Sch. Harry A. Nickerson, Bay of Islands, N. F., 675 bbls. frozen herring.
Sch. Essex, Bay of Islands, N. F., 650 bbls. frozen herring, 130 bbls. salt herring.
Sch. Leo, shore.
Sch. Flavilla, shore.
Sch. Clara G. Silva, shore.
Sch. Edith Silveira, shore.
Sch. George E. Lane, Jr., shore.
Sch. Manomet, shore.
Sch. Maud F. Silva, shore.
Sch. Teresa and Alice, shore.
Sch. Flora J. Sears, shore.
Sch. Galatea, shore.
Sch. Dorothy, shore.

Boston.

Sch. Blanche F. Irving, 6500 cod.
Sch. Sylvester, 2000 cod.
Sch. Massasolt, 500 haddock, 7000 cod, 1200 pollock.
Steamer Bessie M. Dugan, 2500 haddock, 2000 cod, 1000 hake.
Sch. Yankee, 3500 haddock, 3000 cod.
Sch. Marguerite, 4500 cod.
Haddock, \$3.50 per cwt.; large cod, \$4 to \$4.50; market cod, \$2.50; pollock, \$3.50; hake, \$1.25.

Miscellaneous Movements.

Capt. George Steele will now command sch. Mary A. Whalen in the winter haddock fishery.

Today's Fish Market.

Ground pollock, 55 cts per cwt.; gutted, 60 cents.
Salt George cod, large \$4.00, mediums, \$3.00.
Bank halibut 11 cts. per lb for white and 8 cts for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.
Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37½; Eastern cod, large \$1.75; medium \$1.37 1-2; cusk, \$1.60 for large, \$1.1 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.
Eastern deck handline cod, \$4.00 for large and \$3.00 for medium.

HERRING VESSEL LOST WITH CREW.

SCH. SWALLOW OF ST. JOHN'S, N. F., WRECKED ON LONG ISLAND.

CRAFT HAD CREW OF SIX OR SEVEN MEN BESIDES THE CAPTAIN.

The St. John's, N. F., sch. Swallow, laden with frozen herring, from Green Bay, via her home port, went ashore early Sunday morning, during a heavy gale and driving snow storm, on the Long Island, N. Y., shore. She is a total loss and it is believed that all her crew, including Capt. George G. Doggett, her commander, have been lost.

The beach for several miles east of Fire Island is strewn with bits of wreckage of craft and cargo. The name board of the craft "Swallow, St. John's, N. F." was picked up on the beach.

The Swallow left St. John's about two weeks ago, and according to dispatches from that place was supposed to put in here and stop on her way to New York. The craft has not been in this harbor, and it is supposed that she went straight for New York and was caught in the big gale of Saturday night and Sunday, in the vicinity of Fire Island, struck on the beach and went to pieces. Capt. Doggett left St. John's in the vessel, so it is believed that he is among the lost ones.

The lost craft belongs at Pilley Island, say the St. John's dispatches, and her crew all came from that place their names are not known. She probably carried six or seven men.

The craft was not seen when she struck, by any of the surf patrol and even had the disaster been observed nothing could have been done to save the crew, so wild was the storm.

It was at 2 o'clock Sunday morning, while a patrol from the Blue Point life-saving station a few miles east of Fire Island, was toiling through the storm, he saw some black objects bobbing about in the surf, close to the shore. He hauled some in, and finding them to be new wreckage, hurried back to his station to report and get aid.

Other life savers were soon on the scene hauling in the wreckage and making a study of it.

There were timbers new lumber, frozen herring and fishing tackle, and finally a signboard or two which told the vessel's name.

The life savers stood by and patrolled the beach all day in the hope that they might find some trace of the crew, but nightfall came and their quest had been in vain.

It is supposed that the Swallow carried a deckload of lumber to help make the trip pay. In the storm the skipper probably lost his bearings and his vessel struck on one of the many sand bars a mile or so off shore near the Blue Point station. There the wind and the heavy sea soon smashed the boat to bits and the men aboard were undoubtedly soon lost in the sea.

The Swallow according to the Marine Register, was a schooner of 73 tons. She was built 30 years ago at Mose's River and was owned by John Dawson of St. John's.

Capt. Doggett of the Swallow was quite well known here having been in the employ of the Gorton-Pew Fisheries Co., for several seasons, up to a year ago. While with this concern he was engaged in securing herring and other fish at White and Green Bays. He had been here several times and was a man fully posted on the fishing in that wild and desolate region.

The past season he had been as usual at White and Green Bays, and with E. Redman, a Scotch herring expert, five Scotch women, two vessels and 50 fishermen had been engaged in catching herring and preparing them for the salted market, putting them up in the fancy Scotch method. Some 2000 barrels were secured at White and Green bays and shipped to Scotland. Mr. Redman and the women returned to St. John's two weeks ago Saturday night, leaving Capt. Doggett behind engaged in freezing herring for the New York market.

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FORTUNE BAY FROZEN HERRING.

Capt. Solomon Jacobs Will Charter Craft for Run Barred There.

All the Bay of Islands Fleet Now on the Way Home.

In an attempt to make a third trip to Bay of Islands, N. F., this season, Capt. Joseph V. Bonia will sail today in sch. Alice R. Lawson for a fare of salt herring. Capt. Bonia has faith in the voyage believing that he can reach the bay in good season, grab up a cargo in double quick time and get out before the gulf ice comes down and closes the place. If he succeeds he will certainly be making a record all right.

Capt. Solomon Jacobs has gone to Riverport N. S., to charter a vessel from that place to go to Connaigre Bay, a part of Fortune Bay, N. F., for a cargo of frozen herring. For quite a while it has been known here that there was quite a good run of herring in the bay and that some had been barred in seines. Capt. Jacobs has been in communication with one of the seine owners there and is understood to have his catch of herring in advance of the arrival of his chartered craft, so that the vessel will not be long in loading.

Capt. Jacobs has also been in communication with the Newfoundland authorities and learned that the craft would be allowed to secure a cargo of herring there. It is quite a number of years since either an American or Canadian vessel has been to Fortune Bay for a load of herring, as the fishery played out there almost entirely, this season being the first for a long time when there has been any run of herring there to speak of. Fortune Bay herring are generally of fine quality, and the result of Capt. Jacobs' experiment will be watched with interest. It is understood that Capt. Ambrose Fleet of this port will go in command of the craft.

Three Arrivals from Bay of Islands.

Three of the herring fleet arrived home this morning and three came in yesterday afternoon, the crafts being

schs. Avalon, Bohemia, Essex, Fannie A. Smith, Arcadia and Harry A. Nickerson.

Sch. Arcadia had about 700 barrels of salt herring and 400 barrels of frozen herring, not a full load for her, while sch. Essex, with 500 barrels of frozen herring and 130 barrels of salt herring was also not fully loaded.

Sch. Fannie A. Smith has 860 barrels of frozen herring which is about a full cargo for her. Schs. Avalon and Bohemia each have 700 barrels of frozen herring, not being fully loaded.

All the vessels were pretty welliced up, striking some cold weather off here, but all the skippers report a good chance along with plenty of wind. No accidents were reported and all deck-loads are secure.

Capt. Bohlin of sch. Avalon reports a dandy passage home his craft, with Bohemia reaching port about the gether last Monday, schs. Avalon and Bohemia and reaching port about the same time. He also says that schs. Hiram Lowell and S. P. Willard were to have left the same day.

Sch. Arcadia, whose arrival was reported yesterday, had 400 barrels of frozen herring and 700 barrels of salt herring. Sch. Fannie A. Smith, also reported as arriving yesterday, had 860 barrels of frozen herring.

Prices Good at T Wharf.

Receipts at T wharf are very light today, a few of the bobber fleet and one or two of the smaller shore boats comprising the lot. The market is good, and the most gratifying part is that even though it is the last day of the week, codfish shows a marked advance in price. All the week these fish have been steadily mounting in price, until now the market on them can be considered good and strong.

A small lot of fresh halibut from sch. Effie M. Prior brought fancy figures, selling for 20 cents per pound for gray.

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Boston.

Sch. Mooween, 35,000 halibut.
Sch. Fannie Belle Atwood, 25,000 haddock, 10,000 cod.
Haddock, \$2.75 and \$4.25 per cwt.; cod, \$5.

Fishing Fleet Movements.

Sch. Lena and Maud, whose arrival was reported Saturday, had 600 barrels of frozen herring and 12 barrels of salt herring.

Sch. Massachusetts, Capt. John J. Carroll, stocked \$1900 on her recent fine halibut trip, the crew sharing \$47.

Sch. Ralph K. Grant, whose arrival was reported Saturday, had 700 quintals of cured fish.

Sch. Sheffeyld, formerly of this port, arrived at Pensacola, Florida, a few days ago with a fine red snapper fare. Capt. G. Melvin McClain is doing well out there and likes the place.

PORT OF GLOUCESTER.

Vessels Sailed.

Br. sch. Hazel Glen, New York for Bridgewater, N. S.

Br. sch. Constance, Boston for Weymouth, N. S.

Lightship Replaced.

The Lurcher lightship, which went adrift during a recent gale and made Yarmouth, N. S., harbor, has been replaced on its station off that place.

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LIGHT RECEIPTS.

Two Fishing Arrivals Here and None at Boston.

Fishing arrivals are few and far between, for since Saturday not a craft has reached T wharf, Boston, while but two, with fish fares, have reached here since dark Saturday afternoon.

The bad weather, of course, has kept the vessels back and probably very few vessels ran in on the land during the snow storm. Sch. Cecil H. Low, Capt. Diggins, one of the hand lining fleet, managed to make in here before the snow shut down and sch. Senator, Capt. George Marr, one of the halibuting fleet, arrived during the night, after the wind had hauled northwest. The latter had a hard beat on the last leg of her journey and was considerably iced up.

Sch. Cecil H. Low, has a good trip of 30,000 pounds of salt cod. She sprung a leak on the fishing grounds as previously reported and made temporary repairs at Liverpool, N. S., and came home to make permanent repairs.

Sch. Senator has been in hard luck. She left here November 12 and ran into all the bad weather which prevailed for the following month. Then she went in to refit and came out to try it again. Again she struck hard weather and when she did have a chance to set, found fish scarce.

At Boston, Saturday afternoon, sch. Mooween, Capt. Daniel McDonald, shot up to T wharf with the banner fare of the winter, 35,000 pounds of halibut, in prime condition. The size of the fare made the eyes of the dealers stick out, for they knew that the craft had been out only two weeks.

Capt. McDonald fished in the Gully in company with schs. Dictator and Massachusetts, the latter coming in here Saturday. He struck a good spot of fish, made only a few sets and then drove to market, selling today at 14 cents per pound for white and 11 cents for gray. About a \$3500 check will result from the trip, while the crew will take down between \$80 and \$90 for their two week's work.

Sch. Fannie Belle Atwood, also at Boston Saturday afternoon with 25,000 pounds of haddock and 10,000 pounds of cod, held her fare over until this morning and as a result had everything her own way, with not another haddock in port. As \$4.25 were offered for her haddock and her cod brought \$5, a fine stock will result from a small fare.

Marine Mishaps.

Sch. Hortense, one of the market fleet, came in this morning with her mainboom broken, the mishap being caused by the sudden jibe of the vessel.

Sch. Lena and Maud from Bay of Islands, N. F., Saturday afternoon, reports loss of mainboom.

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SCH. RALPH HALL FOR NEW YORK.

Will Unload Frozen Herring Cargo at That Port.

Sch. Ralph L. Hall sailed for New York this morning with her fare of frozen herring, which will be taken out at Fulton Market.

The damage caused by sch. Ramona striking the Hall, Saturday, was repaired at Burnham's pier, the latter schooner being cut down quite badly.

The Hall is recently from Bay of Islands, N. F., and was at anchor with a cargo of frozen herring aboard. The Ramona had been out to have a look at the weather and finding the wind east northeast, accompanied by snow, outside, had come back with the rest of the fleet, to make harbor.

It is supposed that on the last night, before making the wharf, that she mistayed, at any rate she struck the Hall about abreast of the mainmast, breaking her rail for the distance of fully twenty feet, as well as cutting her down two or three planks below the deck. The Ramona suffered little injury.

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Today's Receipts.

- Sch. Cecil H. Low, Georges, 30,000 lbs. salt cod.
- Sch. Senator, Quero Bank, 6000 lbs. halibut, 12,000 lbs. salt cod.
- Sch. Walter P. Goulart, shore.
- Sch. Hortense, shore.
- Sch. Viking, shore.
- Sch. Belbina P. Domingoes, shore.
- Sch. Mary Edith, shore.
- Sch. Ethel B. Penney, shore.
- Sch. Rebecca, shore.
- Sch. Warren M. Goodspeed, shore.
- Sch. Buema, shore.
- Sch. Washakie, shore.
- Sch. Mary E. Cooney, shore.
- Sch. Muriel, shore.
- Sch. Mertis H. Perry, shore.
- Sch. Juniata, shore.
- Sch. Emily Cooney, shore.
- Sch. Thomas J. Carroll, shore.
- Sch. Thomas Brundage, shore.
- Sch. Margaret Dillon, shore.

Today's Fish Market.

- Ground pollock, 55 cts. per cwt.; gutted, 60 cents.
- Salt Georges cod, large \$4.00, mediums, \$3.00.
- Bank halibut, 11 cts. per lb. for white and 8 cts. for gray.
- Salt pollock, \$1.50; salt haddock, \$1.50.
- Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3.00 for markets.
- Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37 1-2; Eastern cod, large \$1.75; medium \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.
- Eastern deck handline cod, \$4.00 for large and \$3.00 for medium.

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WAS NOT ON SCH. SWALLOW.

Capt. Daggett Came from Newfoundland by Rail.

Capt. George E. Daggett of Lockport, N. S., whom the St. John's, N. F., reports said had left that port for New York in the ill-fated sch. Swallow, was not in that craft having elected to come to North Sidney, C. B., by steamer and thence to New York by rail to attend to the disposition of the cargo of the craft.

He came through Boston yesterday and for the first time learned of the sad disaster. The Swallow, he said, carried a crew of six men as follows:

Capt. Francis Morris a young man belonging at Robertson's Head, N. F., was in command. He was about 28 years old. The mate was Charles Harnish aged 25 of Liverpool N. S., cook, William Rice, aged 23, of Pilley's island, N. F.; seaman Elihu Pattey of St. Anthonys, N. F. There were two other seamen on board, but Capt. Daggett did not know their names. He said they were both foreigners.

Capt. Daggett said that the Swallow was in splendid condition, staunch and well found and her cargo comprised 150,000 pounds frozen herring, 8000 feet of lumber and a quantity of cured codfish. The vessel was valued at \$4500 and the cargo at \$5000. There was some insurance on each.

The captain will go to the scene of the wreck and make an effort to recover some of the bodies.

At daylight yesterday the life-savers who were patrolling the beach east of Fire Island searching for the bodies of the crew of the Swallow, discerned the hull of the wrecked fisherman or what was left of it, a mile west of Oak island.

That the little vessel had been stripped by the tempestuous seas of practically everything movable on her was made plain by the quantities of wreckage found on the beach. Of the fate of her crew there was no sign.

It is believed that the storm would have made escape from the diminutive craft impossible for the men on board of her.

Yesterday many barrels of clothing were washed ashore together with numerous articles of clothing. Nothing on the wearing apparel was found to give a clue to the identity of its owner.

Jan'y 19.

KENT IS COMING.

Canadian Attorney-General to Attend Fishery Conference.

Sir Robert Bond, premier of Newfoundland, has abandoned his proposed visit to Washington for a conference with the British ambassador, the Rt. Hon. James Bryce, and Secretary of State Elihu Root, on the fisheries question, but he will be represented at the conference by Attorney-General Kent. The latter left St. John last night for Washington.

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Today's Receipts.

Sch. Mooween, via Boston, 3000 lbs. salt cod.
Sch. S. P. Willard, Bay of Islands, N. F., 500 bbls. frozen herring.
Sch. Victor and Ethan, shore.
Sch. Veda M. McKown, Bay of Islands, N. F., cargo of frozen herring.
Sch. Flirt, Shelburne, N. S., full cargo of frozen herring.

Today's Fish Market.

Ground pollock, 55 cts. per cwt.; gutted, 60 cents.
Salt Georges cod, large \$4.00, mediums, \$3.00.
Bank halibut, 11 cts. per lb. for white and 8 cts. for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.

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Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3.00 for markets.

Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37 1-2, Eastern cod, large \$1.75; medium \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.

Eastern deck handline cod, \$4.00 for large and \$3.00 for medium.

Sch. Spray 38,000 haddock, 2000 cod.
Sch. Pontiac, 5500 haddock, 300 cod, 500 hake.

Sch. Sadie M. Numan, 9000 haddock, 800 cod, 3000 hake, 1000 cusk.

Sch. Manhasset 18,000 haddock, 4000 cod.

Sch. Evelyn L. Thompson 8000 haddock, 1000 cod, 1000 hake.

Haddock \$4.50 to \$6 per cwt.; large cod \$5 to \$6; market cod \$5 to \$6; hake \$5 to \$7; cusk, \$4.50.

Herring Notes.

The St. Jacques, N. F., correspondent of the Western Star says:

"Herring are reported to be plentiful, but the industry is not yet in full swing, owing to the absence of the Americans, which fact all deplore, as the 'staple' is valueless."

Buoy Not Burning.

The Blonde Rocks gas buoy, a most important mark off the southwest Nova Scotia coast is reported not burning.

Jan'y 20.

FISH TRIPS TO BE AUCTIONED OFF.

NEW METHOD OF SELLING TO BE GIVEN TRIAL AT T WHARF.

MANY ADVANTAGES CLAIMED OVER THE PRESENT SYSTEM.

A radical change in the method of auctioning the different trips brought in at T wharf, Boston, by the vessels will be made this week. Commencing Friday the trips will be sold by auction at the New England Fish Exchange, on the pier, instead of from the vessels as they arrive. Some of the skippers strongly indorse the new arrangement, while others are opposed to it, believing that they could do better the old way.

An arrangement of this kind has been favored for some time by most of the members of the Fishing Masters' Association and also by practically all the T wharf concerns, and has been talked over for several months.

The greatest bone of contention is found in the desire of those interested in the "exchange," so called, to deduct from each trip an amount equal to one per cent. of the gross stock, for the purposes of meeting the running expenses of the exchange. To this part many of the skippers object, saying that the amount proposed would give to the exchange somewhere between \$20,000 and \$30,000 per year, which they claim is too much.

It is understood that this was the only remaining hitch last week, and it now seems that the new plan of fish

buying and selling is to be given a trial, beginning on Friday next.

Some of the points claimed in favor of the new idea are that when a buyer buys a fare or part of a fare of fish, he must take the amount for which he puts his name on the card and at the price designated. Any dispute regarding poor fish or that fish are not as represented when sold is to be settled by a committee of three dealers who had none of the fish and three skippers of vessels other than the one in the dispute, their decision to be final.

Another good thing claimed for it is that a man gets for his trip, the price at which he sells; that there will be no drop because another vessel comes in and has to sell at a lower price. No matter what the vessel coming in later receives for her cod, haddock, etc., the other vessel must be paid just what its card calls for. This, if lived up to, will be one of the best things that ever happened for skippers and fishermen, as there has been far too much of selling for one price and settling up for a figure far below it.

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It is also claimed that the new arrangement will do away with "engaged" trips, one of the worst arrangements, when all are considered, that has ever been in vogue on T wharf and which gives the firms and a certain few vessels great advantage over many.

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Fishing Facts and Fancies.

The four salt cod fishing vessels sailing from Anacortes, Washington, landed a total of 631,000 fish in number the past season, the catch weighing 2,791,500 pounds.

A peculiar species of fish was a feature on the Grimsby, England, market recently, brought in by one of F. Barrett's trawlers. They generally resembled halibut, but were more elongated and sharper nosed, the under parts being a very dark grey. They were classified as a cross between halibut and megrims, both of which showed clearly in the fish as they lay exposed for sale. The largest would probably weigh one stone, varying to 4 or 5 pounds. They were not, however, a great success as a salable item.

A report on the records of the catches of plaice and soles obtained from Lowestoft, England, smacks has been completed, and will shortly be published. It deals with 4,929 hauls in the four years, 1903-1906, and shows that the average catch of plaice per six hours' fishing has markedly declined during the period. The catch of soles also declined, though after 1905 the decrease was very small, turbot showed a continuous decline, and brill until 1905, after which the average rose.

Pacific Fleet Suffered.

A recent gale on the Pacific coast did considerable damage to the fishing fleet in the neighborhood of the grounds frequented by the halibut fleet. Several of the New England Fish Co.'s steamers were caught in the gale and roughly handled. The Kingfisher lost two anchors and considerable cable and then finally succeeded in reaching a harbor on the British Columbia coast and then had to get permission in order to remain there, until after the gale had abated, from one of the Canadian fishery cruisers. On account of the spell of bad weather her catch was small, not exceeding 16,000 pounds, which will make a very unprofitable voyage.

Newfoundland Seal Fisheries.

This spring there will be a fleet of 22 steamers to prosecute the Newfoundland seal-fishery, an increase of one over last year. The steamers are as per tonnage: Florizel, Adventure, Belladventure, Bonaventure, Boethic, Newfoundland, Neptune, Terra Nova, Virginia Lake, Eagle, Erik, Aurora, Ranged, Vanguard, Bloodhound, Southern Cross, Iceland, Viking, Dina, Labrador, Algerine, Kite. There will be an increase of 384 men over last year, if the four new ships take full crews of 203 men each.

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Today's Receipts.

Br. sch. Earl V. S., Bay of Islands, N. F., (bound to Boston), cargo of frozen herring.
Sch. Ramona, shore.
Sch. Mertis H. Perry, shore.
Sch. Galatea, shore.
Sch. Leo, shore.
Sch. Teresa and Alice, shore.
Sch. Margaret Dillon, shore.
Sch. Thomas Brundage, shore.
Sch. Flavilla, shore.
Sch. Viking, shore.
Sch. Stranger, shore.
Sch. Mina Swim, shore.
Sch. Genesta, shore.
Sch. Maud F. Silva, shore.
Sch. Mary Edith, shore.
Sch. Ida S. Brooks, shore.
Sch. Walter P. Goulart, shore.
Sch. Thomas J. Carroll, shore.
Sch. Bessie M. Dugan, shore.

Today's Fish Market.

Ground pollock, 55 cts. per cwt.; gutted, 60 cents.
Salt Georges cod, large \$4.00, mediums, \$3.00.
Bank halibut, 11 cts. per lb. for white and 8 cts. for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3.00 for markets.
Splitting prices for fresh fish, Western cod, large \$1.75; mediums, \$1.37 1-2, Eastern cod, large \$1.75; medium \$1.37 1-2; cusk, \$1.60 for large, \$1.10 for medium and 50 cts. for snappers; haddock, 80 cts.; hake, 75 cts.; pollock, 70 cts.
Eastern deck handline cod, \$4.00 for large and \$3.00 for medium.